MEETING OF THE

AVIATION TECHNICAL ADVISORY COMMITTEE

Thursday, May 22, 2008
10:00 a.m. – 12:00 p.m.

Santa Monica Airport
2nd Floor Conference Room
3223 Donald Douglas Loop South
Suite 3
Santa Monica CA 90405
310.458.8591

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Michael Armstrong at 213.236.1914 or armstron@scag.ca.gov

Agendas and Minutes for the Aviation Technical Advisory Committee are also available at:

www.scag.ca.gov/committees/atf.htm

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AVIATION TECHNICAL ADVISORY COMMITTEE
AGENDA

PAGE #   Time

"Any item listed on the agenda (action or information may be
acted upon at the discretion of the Committee"

1.0   **CALL TO ORDER**   **Todd McNamee, ATAC Chair**

2.0   **WELCOME AND INTRODUCTIONS**   **Todd McNamee, ATAC Chair**

3.0   **PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items
not on the agenda, but within the purview of this committee, must
notify the Chair and fill out a speaker's card prior to speaking.
Comments will be limited to three minutes and the Chair may limit
the total time for comments to 20 minutes.

4.0   **CONSENT CALENDAR**

    4.1   Approval of Meeting Minutes from March 13, 2008
          Attachment

    4.2   ATAC Membership List and Contact Information
          Attachment

5.0   **PROJECT REVIEW**
None

6.0   **INFORMATION ITEMS**

			PAGE #	Time
6.1	Santa Monica Airport Update	**Bob Trimborn, Director** **Santa Monica Airport**		**20 min.**
6.2	Update on San Diego/Tijuana Cross-Border Airport Terminal Study **Attachment**	**Ryan Hall** **San Diego County Regional** **Airport Authority**	**10**	**20 min.**
6.3	Update on Regional General Aviation Survey	**Mike Jones** **SCAG Staff**		**10 min.**
6.4	Regional Aviation Activity 2005-2007 **Attachment**	**Mike Armstrong** **SCAG Staff**	**12**	**10 min.**

M. Armstrong Docs #146013
ATAC Agenda May 22, 2008

AVIATION TECHNICAL ADVISORY COMMITTEE
AGENDA

ITEM   *PAGE #*   *Time*

7.0   **ACTION ITEMS**

    7.1   Proposed New ATAC Charter   **Mike Armstrong**
           Attachment   **SCAG Staff**   **15**   **20 min.**

    7.2   Proposed FAA AIP Aviation   **Mike Armstrong**   **17**   **10 min.**
           Systems Planning Grant Proposal   **SCAG Staff**
           Attachment

8.0   **MISCELLANEOUS ITEMS/**
        ANNOUNCEMENTS

9.0   **FUTURE AGENDA ITEMS**

    Any committee members of staff desiring to place
    Items on a future agenda may make such a request.
    Comments should be limited to three minutes.

10.0   **SET NEXT MEETING LOCATION**

11.0   **ADJOURNMENT**

AVIATION TECHNICAL ADVISORY COMMITTEE

MEETING MINUTES

13 March 2008
San Bernardino A&B Conference Room – SCAG

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE AVIATION TECHNICAL ADVISORY COMMITTEE. AUDIO CASSETTE TAPES OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING AT THE SCAG MAIN OFFICE.

The Aviation Technical Advisory Committee of the Southern California Association of Governments held its meeting in the San Bernardino A&B Conference Room at the SCAG Main Office. The meeting was called to order by Mr. Todd McNamee, ATAC Chair and Airport Director of Ventura County.

1.0   Call to Order

Mr. Todd McNamee called the meeting to order at 10:00 A.M.

2.0   Welcome and Introductions

Attendees were welcomed and introductions were made.

3.0   Public Comments

There were two public comment requests.

Representing the San Diego County Regional Airport Authority (SDCRAA), Mr. Ted Sexton, V.P. of Business Relations and Services, expressed their interest in joining the ATAC and pursue ongoing work in a regional aviation strategic plan called forth by the San Diego County Regional Airport Authority Reform Act (Senate Bill 10). He briefed the committee on the role of the SDCRAA, noting it was charged with the authority to commence a study of improvement opportunities and strategies to improve the performance of the San Diego County regional airport system. Components of this study mirror an airport master plan in studying forecast, facility assessment, capacity deficits, and strategies to meet shortfalls. Mr. Sexton said the study stretches across the county. Mr. Sexton emphasized the importance of ensuring proper evaluation and integration of improvement plans, land use plans of airports, and views of surrounding communities early in the process. In his conclusion, Mr. Saxton cordially extended an invitation to the ATAC Committee and encouraged the submission any potential inputs to this study falling within the capacity of the Committee. He also reiterated the desire for the SDCRRA to be part of the ATAC.

Mr. McNamee recommended that this be included in the next agenda and an invitation be made.

Mr. Robert Rodine from the Polaris Group proposed an agenda item be added regarding the proposal of relocating LAX runway 24R. He commented that the 24R discussion had largely been a political discussion which pushed technical aspects to the background. Mr. Rodine concluded by saying it would be desirable for the ATAC to examine the issue and offer testimony from people who know the subject.

4.0   Consent Calendar

4.1   Approval of Meeting Minutes from 8 November 2007

Mr. Kunze noted a need for correction in section 7.1, "life light" to "life flights."

Bred Carlos of San Diego Regional Airport Authority said in section 7.2 "ROM" should be "RON" for remain overnight parking.

Minutes approved.

4.2   ATAC Membership List and Contact Information

5.0   Project Review

None

6.0   Information Items

6.1   General Aviation Survey Update

Mr. Mike Jones provided a status update on the 2008 Aviation Survey and that an email with the survey link was disseminated to airport managers in the SCAG region. Mr. Jones said the data will add to the existing data repository and benefit the ATAC members and the public in examining historical trends or ad-hoc analyses. Follow-up calls will be made to encourage airport managers to complete the survey. Mr. Armstrong commented on the trend of general aviation operations are moving to outlying areas of the L.A. basin, particularly to the Inland Empire. The result of this survey could provide insightful analysis on these movements.

A question was raised by Mr. Rodine regarding the flexibility of this data and whether it can be manipulated for customized studies. Mr. Jones replied that the data will be available in its raw form upon request to ensure flexibility.

6.2   Action by the Southern California Regional Airport Authority to Disband

Representing the interim team of the Southern California Regional Airport Authority (SCRAA), Ms. Evelyn Quintanilla reported that the SCRAA is in the process of disbanding itself. Last year the SCRAA attempted to redefine its purpose and mission but was unsuccessful in resolving

issues that hindered its effectiveness as an entity. As a result, the SCRAA board acted and hired an independent consultant, RRM Design. The consultant was asked to find consensus among the stakeholders concerning SCRAA's role. RRM Design conducted a survey and held interviews to assess inputs from SCRAA Board members, interim SCRAA staff, stakeholders, airport operators, and county representatives. Four alternative scenarios were presented on Jnauary 31, 2008. Of the four scenarios, three proposed a reconstitution of the SCRAA while the fourth proposed disbanding the SCRAA. In that meeting, Councilman Bill Rosendahl, SCRAA Chair, submitted a motion to disband the SCRAA. After further discussion and public comments, a unanimous vote by the board passed the motion to disband with the condition that RRM Design, with support from Ms. Ruth Galanter, be allowed time to find a suitable replacement in its stead. The interim staff was tasked with the responsibility of establishing the legal guidelines required to disband the SCRAA, involving attorneys from each agency on the Board. Ms. Quintanilla concluded that the final result will be announced at Metro building on June 12, 2008.

Courtney Wiercioch from John Wayne Airport asked whether the scope of work by RRM Design and Ms. Ruth Galanter would be made publicly available. Ms. Quintanilla replied that the decision to make the scope of work public is would be based on advisement by the attorneys.

Mr. McNamee suggested that a formal request by ATAC be made to receive a copy of the scope of work. A motion was made and passed to ask to receive a copy of the scope of work.

6.3   Potential for the ATAC and/or the SCAG Aviation Task Force to Serve as Substitutes for the SCRAA

Mr. Mike Armstrong commented that the SCRAA could consider using remaining dues to conduct a study on possible institutional arrangements in the region that could potentially implement a regional decentralization strategy mainly through airport ground access. He commented that SCAG could serve these functions. As the metropolitan planning organization for the region, SCAG performs transportation planning and consultation with other agencies. For the past 10 years, SCAG had been in the forefront of producing sophisticated transportation analysis and had surpassed all other planning entities in country whether public or private. SCAG has 30 years of experience in regional aviation planning involving military base conversion studies, joint-use studies, and regional transportation plans (RTP) providing forecasting with alternative scenarios. SCAG understands the regional aviation system, the dynamics involved, and need to decentralize the system. Mr. Armstrong concluded by saying the main focus would be ground access improvements around airports and ways to decentralize the aviation system.

A speaker suggested that education would be the driving force to attract involvement from the general aviation sector.

Ms. Paula McHargue commented that the ATAC can perform the activities that the SCRAA was intended to do, namely planning and technical analysis. She asked a question regarding the variable funding the SCAG receives for its aviation program, and how it would be able to support the regional goals. Mr. Armstrong explained that funding from the FAA had been

consistent until the last two years. He said that dialogue was needed to improve relationship with the FAA.

Mr. McNamee invited anyone to submit a motion to invite San Diego to actively participate in the ATAC. A motion was made and passed (agenda item added).

A speaker asked for clarification as to who would be invited as the appropriate representative of San Diego to discuss aviation issues at the ATAC. Mr. Armstrong responded that the SDCRAA and San Diego County would be the appropriate party since these entities operates airports.

Mr. Rodine supported the ATAC in taking over the technical responsibilities of the SCRAA noting that the ATAC has an incredible array of technical expertise. Specfically, it is comprised of airport managers and professionals involved in the aviation industry and it is not managed by elected officials who lack solid technical expertise and may not properly address the problems of the region.

Mr. Tom Naughton agreed with the perception that elected officials dictate things when they do not possess expertise in aviation. This causes tensions with industry professionals and makes the task force ineffective. He suggested that attendance may increase if the ATAC is perceived less threatening as a technical body versus the SCRAA with elected officials.

Comments were made that the ATAC needed to articulate its agenda and to distinguish its identity between being having a membership-driven agenda or an agenda-driven membership and its role for the region. It was suggested that people if they were aware of relevant policy issues under discussion. The ATAC should make sure people understand that they are not only representing their organization but also providing technical expertise in aviation. It was also suggested that the members of the ATAC and non-members should refresh and revisit the ATAC mission statement.

Mr. McNamee agreed with the input to revisit the ATAC mission statement and to determine whether it is reflective of current issues and needs of the region (agenda item added).

6.4   The Status of the Region HOV/Flyaway Study

Mr. Armstrong offered a brief overview on the Flyaway study. The purpose of the study is to identify additional Flyaway stations that not only can serve demand to LAX but to other airports as well. Mr. Armstrong reported that the study is halfway completed and gave a summary of its current findings.

- Works best when synchronized with flight schedules
- Works well with remote ticketing and baggage check-in capabilities
- Must provide adequate safe and secure parking
- Must be competitive against other modes of transportation in time saving efficiency
- Small emerging airports with low bus load can adopt Flex Sites – shared facilities that have services to multiple locations
- Important in supporting decentralization

- To attract affluent passengers, program must provide high-end accommodations
- Introduction of reduced family fairs can dramatically help capture Latino passengers
- May reduce demand for parking, curbside usage and terminal space
- Sites in Irvine and Anaheim show very high potential
- Hotel Circle in San Diego – to reduce commuter flights from SAN

The consultant will define a list of potential sites through sketch modeling and identify how the Flyway can be linked with other transportation systems.

A speaker commented that the term "Flyway" is a LAWA proprietary term. Mr. Armstrong answered that usage of the term is for the purpose of the study, but would change the term if deemed necessary.

Ms. Paula McHargue asked whether the scope of work would look at feasibility in terms of cost and subsidies. Mr. Armstrong replied that the study is focused on ridership but agreed cost would be a logical factor to investigate.

6.5   Status of Regional Airport Management Action Plan

Mr. Mike Armstrong reported that the goal of the Regional Airport Management Action Plan study is to evaluate specific implementation techniques that can be adopted to decentralize the regional aviation system and achieve regionalization. Prior management studies that led to the current study were the Alternative Airport Governance Structure and Opinion Survey of the SCRAA. The Regional Airport Management Action Plan study will focus on airport incentives to airlines and evaluate employed incentive programs. A survey is planned to evaluate to find out how transportation providers and County Transportation Commissions (CTC) in the region plan and program airport ground access projects. Mr. Armstrong said communication between airports and the aforementioned entities is intermittent, if not non-existent. The study will attempt to cause and understanding of the relationship between each CTC and their respective airport(s) related to planning and programming. The objective is to identify ways to enhance coordination between the CTCs and the airports and among the county transportation systems. Mr. Armstrong said the study also would find ways to enhance coordination with LAWA. The legislative portion of the RFP will look at potential changes in aviation law that SCAG congressional delegation can carry out including flexible use of airport revenues toward ground access and incentivizing airlines to use cleaner and quieter aircraft

Mr. Armstrong said the consultant is charged with defining respective roles for SCAG, LAWA, the CTCs, transit agencies, the MagLev JPA, and local airport authorities in implementing decentralization strategies. Mr. Armstrong added that a focus of the study will be the role of the ATAC and the Aviation Task Force regarding their respective mission, roles, and responsibilities.

A member commented his disappointment in regard to not having the opportunity to review and to provide input on the issues relating to aviation in the Scope of Work for the Request for Proposal (RFP) of the Airport Management Action which may impact airport authorities. Mr.

ATAC minutes 03/13/07

Armstrong responded that he thought the RFP could be modified even after it had been sent to a consultant, and he will send the RFP to the ATAC.

6.6   Response to Aviation-related Comments on the Draft 2008 RTP

Mr. Mike Armstrong updated the committee on the status of the 2008 Regional Transportation Plan (RTP). SCAG is currently collecting and responding to comments made to the draft RTP. Mr. Armstrong briefed the committee on some of the comments and modifications being made. These included eliminating the mention of the SCRAA, changing the forecast for LAX to 78.9 MAP (million annual passengers), and changing the forecast for Bob Hope Airport to 7.2 MAP from 9.4 MAP.

7.0   Miscellaneous Items/Announcements

A speaker made an announcement on an article regarding the EIRs (Environment Impact Report). Proposed legislation would invalidate any EIR over five years old and require documentation be made public at all stages of the EIR.

Mr. James Brian of the Transportation Security Administration at LAX made an announcement that directed to general aviation operators regarding the 24 hours service line established to receive calls regarding suspicious behavior at an airport – (866) 427-3287.

Ms. Selena Birk announced that the Van Nuys Aviation Career Day was scheduled for April 25th. She encouraged other airports to promote aviation through similar outreach event to students.

7.1   Future Agenda Items

- A review of the ATAC charter
- ATAC membership of San Diego
- Discussion on the relocation of 24R at LAX
- Update on runway safety at Santa Monica Airport

7.2   Set Next Meeting Location

The next ATAC meeting was scheduled for April at Santa Monica Airport.

7.3   Adjournment

Mr. McNamee adjourned the meeting at 12:00 P.M.

ATAC Members Present:
Attendance based on ATAC sign-in sheet.

Name	Organization
Todd McNamee	Ventura County
Robert L. Rodine	The Polaris Group
Richard Dykas	FAA Airports Division
Keith Mew	CSU, Los Angeles
Gary Gosliga	March JPA
Chris Kunze	City of Long Beach - LGB
Michael Armstrong	SCAG

Others Present:

Name	Organization
Ted Sexton	San Diego County Regional Airport Authority
Brett Coldwell	San Diego County Regional Airport Authority
Tom Naughton	O.C. airport Working Group
Keith Downs	Mend & Hunt, Inc.
James Bryant	DHS/TSA/LAX
Evelyn Quintanilla	LAWA
Tahirich Smith	Caltrans
Cory Zelmer	Metro
Paula McClark	LAWA
Leia Umass	John Wayne Airport
Courtney Wiercioch	John Wayne Airport

AVIATION TECHNICAL ADVISORY COMMITTEE PHONE/FAX/E-MAIL LIST

MEMBERS:

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Birdsall	Stephen	Director of Airports	Imperial County	(760) 355-7944	(760) 355-2485	stephenbirdsall@imperialcounty.net
Birk	Selena	Airport Manager	Van Nuys Airport	(818) 785-8838 x211	(818) 908-5963	sbirk@lawa.org
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DeMel	Rick	Airport Manager	Yucca Valley Airport	(760) 360-9665	(619) 228-1234	no email yet
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Gosliga	Gary	Airport Director	March Joint Powers Authority	(909) 656-7000	(909) 653-5558	gosliga@marchjpa.com
Gustin	Ted	Chief Aviation Division	LA County Aviation Division	(626) 300-4600	(626) 282-1365	tgustin@ladpw.org
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Kunze	Christopher	Advisor	Long Beach Airport	(562) 570-2655	(562) 570-2601	chkunze@ci.long-beach.ca.us
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Lightner	Dick	General Manager	Big Bear City Airport	(909) 585-3219	(909) 585-2900	dick@bbv.net
Lin	Shelly	Airport Manager	City of Hawthorne Airport	(310) 970-7215	(310) 970-7075	hhrairport@earthlink.net
Lloyd	Stephen J.	Manager, Air Traffic Ops	FAA, Western Pacific Region	(310) 725-6530	(310) 725-6820	stephen.lloyd@faa.gov
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Neseth	Eric	Airport Manager	Salton Sea Airport	(562) 434-5594		
Perez	Paul G.	Regional Plng	Caltrans	(213) 897-1731	(213) 897-1337	paul_g_perez@dot.ca.gov
Powell	Jim		TDG	(808) 280-6047		jim@dgtraining.com
Propst	Rod	Airport Manager	Fullerton Municipal Airport	(714) 738-6323	(714) 738-3112	rodp@ci.fullerton.ca.us

AVIATION TECHNICAL ADVISORY COMMITTEE PHONE/FAX/E-MAIL LIST

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Rivera	Jens	Airport Manager	Ontario Int'l. Airport	(909) 937-2710	(909) 937-2702	jrivera@lawa.org
Rowena	Mason	Airport Manager	Santa Paula Airport	(805) 933-1155	(805) 933-1155	rowenaszp@yahoo.com
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Zehr	Steve	Asst. Director of Aviation	Palm Springs International Airport	(760) 318-3800	(760) 318-3815	stevez@ci.palm-springs.ca.us
Zucker	Marty	Business Manager	Zamperini Field Airport	(310) 784-7911	(310) 784-7930	

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SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Board Communication

Date: May 7, 2008

To: Airport Authority Board

From: Thella F. Bowens, President/CEO

Subject: Cross Border Terminal Market Demand Study
_____

The relationship between San Diego International Airport (SDIA) and Tijuana International Airport (TIJ) is unique and complimentary. SDIA is--and always will be--the premiere airport in the region for U.S. domestic service, while TIJ will continue to flourish as the main gateway to Mexico and Latin America. However, TIJ's close proximity to the United States and its excess airfield capacity makes it an attractive option to help meet the region's long-term air transportation needs.

Therefore, in September 2007, the Airport Authority Board asked staff to conduct a Cross Border Terminal Market Demand Study to answer the single critical question:

If an easy cross-border connection to TIJ were built, how many people would use it?

As part of the study, the consultant team conducted over 1,400 phone surveys and 1,000 passenger surveys, and hosted four focus groups. The amount of survey work completed far exceeds standards of statistical significance and accurately reflect the diversity of the County.

The primary study results are:

- The number of passengers using TIJ from the United States will continue to grow significantly over the next 20 years regardless of whether a cross border terminal is developed.

- With an easy cross border terminal, a total of 3.2 million annual passengers (MAP) would use TIJ to/from the United States in 2020; in 2030 that number could rise to 6.4 MAP. This includes both passengers that would be induced to use TIJ by the cross border connection and passengers that would use TIJ even without a connection.

- The passenger demand that would be induced to use TIJ to/from the United States solely because an easy cross border connection exists is estimated at 1.1 MAP in 2020 and 2.7 MAP in 2030.

- If an easy cross border connection does not exist, it is still estimated that 2.1 MAP will use TIJ to/from the United States in 2020 and 3.7 MAP in 2030.

SUBJECT: Cross Border Terminal Market Demand Study

Other results are:

- Current United States users of TIJ are not limited to San Diego County. People fly out of TIJ from Los Angeles, Riverside, Orange and Imperial Counties because of the robust schedule to Mexican destinations. As the demographics of this region continue to evolve and the "border economy" continues to flourish there will be even greater demand for air travel to Mexico.

- Only after SDIA nears capacity would most United States originating passengers be inclined to explore options like the cross border terminal as an alternative to SDIA for domestic flights.

- Over 30% of respondents county-wide said they would "never" use the terminal. Yet, when given a choice between using the cross border terminal or LAX for a nonstop flight to Mexico people largely chose the cross border terminal.

- Hispanics, younger people, city-dwellers, previous TIJ flyers and people with any knowledge of Spanish are largely more supportive of a cross border terminal concept.

- TIJ is not likely to offer air service to any destination that is not already served by SDIA. The 2020 – 2030 air service forecast for TIJ to the U.S. reflects destinations that already have very high frequencies from SDIA: the Bay Area, Las Vegas, Phoenix, Denver and Dallas.

In summary, Tijuana International Airport and a cross border terminal would accommodate some of the San Diego region's unmet passenger demand once SDIA approaches capacity in the 2020 time frame. However, most of the U.S. demand for TIJ will exist even without an easy cross border terminal connection.

The Airport Authority remains committed to planning for the Region's long-term air transportation needs. This commitment is particularly reflected in the Regional Aviation Strategic Plan (RASP), a 3-year study that is reviewing all airports in the San Diego region--including TIJ--and identifying the role that each will play in region's future aviation system. The Airport Authority has recently initiated the RASP.

Through the RASP and other on-going planning efforts, the Airport Authority will continue to work with our sister agencies to create a highly efficient network of transportation infrastructure. We look forward to working with Grupo Aeroportuario del Pacifico and the Tijuana International Airport management in these efforts.

TFB/KW/rh

DATE: May 22, 2008

TO: Aviation Technical Advisory Committee

FROM: Michael Armstrong
                   Aviation Program Manager
                   213-236-1914/armstron@scag.ca.gov

SUBJECT: SCAG Region Aviation Activity 2005-2007 (Air Carrier Airports)

In 2007 air carrier airports in the region served **89.52 million air passengers (MAP)**, which represents a 2.10% increase from 2006 (87.68 MAP).

The regional air cargo market continued to decline in 2007, to **2.785 million tons** handled at air carrier airports, compared to 2.801 million tons in 2006, a 0.58% drop following a 1.55% decrease from 2005 to 2006. March Inland Port had a 115% increase in air cargo volume from 21,786 in 2006 to 46,905 in 2007. Transmile brought in the added volume from China via Anchorage which began operations at MIP since last March. The regional total is still under pre-9/11 levels (2.869 millions tons in 2000).

A breakdown of passenger and cargo activity from 2005 to 2007 by all air carrier airports in the region handling regularly scheduled commercial air service is shown in Table 1 and Table 2 below.

Airport	2005	2006	% 2005-2006	2007	% 2006-2007
Bob Hope	5,512,619	5,689,291	3.20%	5,921,336	4.08%
John Wayne	9,627,032	9,613,540	-0.14%	9,979,699	3.81%
LAX	61,489,398	61,041,066	-0.73%	61,896,075	1.40%
Long Beach	3,034,032	2,758,362	-9.09%	2,906,556	5.37%
Ontario	7,213,528	7,049,904	-2.27%	7,207,150	2.23%
Palm Springs	1,419,087	1,529,005	7.75%	1,610,943	5.36%
Palmdale	N/A	N/A	N/A	1,693	N/A
Total	**88,295,696**	**87,681,168**	-0.70%	**89,523,452**	2.10%

Table 2
Air Cargo Activity 2005-2007
SCAG Region Air Carrier Airports
Tons of Air Cargo

Airport	2005	2006	% 2005-2006	2007	% 2006-2007
Bob Hope	52,867	57,577	8.91%	53,735	-6.67%
John Wanye	24,073	24,180	0.44%	22,330	-7.65%
LAX	2,137,188	2,103,082	-1.60%	2,077,527	-1.22%
Long Beach	54,298	49,947	-8.01%	51,652	3.41%
March	N/A	21,786	N/A	46,905	115.30%
Ontario	576,791	544,600	-5.58%	532,865	-2.15%
Palm Springs	75	27	-64.00%	19	-29.63%
Total	**2,845,292**	**2,801,199**	-1.55%	**2,785,033**	-0.58%

MEMO

DATE: May 22, 2008

TO: Aviation Technical Advisory Committee

FROM: Michael Armstrong
                Aviation Program Manager
                213-236-1914/armstron@scag.ca.gov

SUBJECT: SCAG Region Aircraft Operations 2005-2007 (Air Carrier Airports)

Table 1 below shows aircraft operations at the six established air carrier airports in the SCAG Region in 2007. Compared to 2006, total operations at these airports increased by 1.78%. Bob Hope Airport continued to experience loss of mainly general aviation operations, which declined from 44,007 in 2005 to 33,678 in 2007 (a 63% loss since reaching 91,571 general aviation operations in 2003). Air taxi operations dropped as well from 25,846 in 2005 to 21,275 in 2006 and 17,623 in 2007. Air carrier operations rose with an average annual increment of 4.77% since 2005. At John Wayne Airport, the loss of general aviation traffic had accelerated by 7% in 2007 from 1.6% in 2006. Air carrier operations increased by 1.17% in 2006 to 3.64% in 2007 from two years of near zero growth, 87,130 in 2004 to 87,134 in 2005. Ontario Airport could be on its way to recovery from an extensive loss in general aviation operations since 2004 with 20,560 in 2007, declining from 24,714 in 2005 to 17,996 in 2006. Air Taxi operations experienced a significant boost from 26,244 in 2006 to 38,681 in 2007 (32.1% growth). Air carrier operations declined by 3.9%. 2007 was another growth year for Long Beach Airport which showed a 12.87 % increase in total operations from 2006. Air Taxi operations at LGB grew by 35.6% in 2006 and 22.4% in 2007, and General Aviation operations grew by 5.4% in 2006 and 7.7% in 2007. Total operations at Palm Springs Airport dropped by 10.52% from 2006 to 2007, with General Aviation operations declining by 18.3% during that period.

<table>
<tr><td colspan="8">Table 1
Aircraft Operations 2007
SCAG Region Air Carrier Airports</td></tr>
<tr><td>**Airport**</td><td>**Air Carrier**</td><td>**Air Taxi**</td><td>**General Aviation**</td><td>**Military**</td><td>**total**</td><td>**% 2006-2007**</td><td>**%2005-2007**</td></tr>
<tr><td>Bob Hope</td><td>71,949</td><td>17,623</td><td>33,678</td><td>271</td><td>123,521</td><td>-5.86%</td><td>-8.93%</td></tr>
<tr><td>John Wayne</td><td>91,368</td><td>14,023</td><td>225,938</td><td>123</td><td>331,452</td><td>-4.53%</td><td>-5.28%</td></tr>
<tr><td>LAX</td><td>467,193</td><td>193,930</td><td>17,217</td><td>2,614</td><td>680,954</td><td>3.67%</td><td>4.66%</td></tr>
<tr><td>Long Beach</td><td>26,636</td><td>11,546</td><td>359,580</td><td>671</td><td>398,433</td><td>7.76%</td><td>12.87%</td></tr>
<tr><td>Ontario</td><td>88,280</td><td>38,681</td><td>20,560</td><td>157</td><td>147,678</td><td>8.38%</td><td>3.09%</td></tr>
<tr><td>Palm Springs</td><td>11,520</td><td>24,371</td><td>47,428</td><td>1,310</td><td>84,629</td><td>-10.52%</td><td>-8.86%</td></tr>
<tr><td>**Total**</td><td>**756,946**</td><td>**300,174**</td><td>**704,401**</td><td>**5,146**</td><td>**1,766,667**</td><td>**1.78%**</td><td>**2.40%**</td></tr>
</table>

MEMO

DATE: May 22, 2008

TO: Aviation Technical Advisory Committee

FROM: Michael Armstrong, Aviation Program Manager
213-236-1914/armstron@scag.ca.gov

SUBJECT: Proposed New Charter for ATAC

BACKGROUND:

On January 31, 2008, the Board of the Southern California Regional Airport Authority (SCRAA) voted to formally disband. As discussed at the last ATAC meeting on March 13, 2008, the dissolution of the SCRAA presents an opportunity and implicit obligation for ATAC to expand the scope of its responsibilities and membership, to help fill the void left by the defunct SCRAA by promoting and advancing regional aviation decentralization.

SCAG aviation staff conducted a search of existing formal bylaws for ATAC and unfortunately could not find any; they either did not exist or have been lost. Consequently, ATAC can assume that it is working from a clean slate in developing a new charter for the committee that specifies its responsibilities, membership, relationship to SCAG policy committees, meeting schedule and other attributes.

Currently, the formal ATAC membership is comprised of airport management representatives from commercial and non-commercial airports in the region, and representatives from the FAA and the State Division of Aeronautics. SCAG has not appointed ATAC representatives, and these entities have been free to appoint whomever they choose to represent them at ATAC meetings (there is a formal ATAC membership list that is continually updated). At the last ATAC meeting it was moved and approved to invite representatives from the San Diego County Regional Airport Authority and San Diego County Airport to join and participate in ATAC as full voting members (invitation letters have been sent). Traditionally ATAC discusses aviation issues of a technical nature that impact the region's commercial and non-commercial airports. It forwards recommendations on those issues to SCAG's Transportation and Communications Committee, and more recently the Aviation Task Force (which has representation from ATAC, as well as elected officials and representatives from the aviation industry). ATAC is SCAG's oldest technical advisory committee—it has met on a fairly continuous basis for about 30 years. It has met almost every month at different commercial and non-commercial airports in the region, although over the last several years it has met less often, and some of the meetings have been at the SCAG offices.

RECOMMENDED NEW ATAC CHARTER

Purpose of the Committee

To provide technical recommendations to the SCAG Aviation Task Force and Transportation and Communications Committee on long-range regional aviation plans and demand forecasts, regional aviation studies, current regional aviation issues, and new aviation legislation.

M. Armstrong #145994
5/22/08
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Responsibilities

The Committee will carry out the following responsibilities:

- Review and comment on drafts of all aviation-related technical reports developed by SCAG aviation staff and their consultants including, but not limited, to aviation demand forecasts, airport capacity analyses, environmental analyses, airport ground access studies, airport marketing studies, airport management studies, inter-governmental relations studies, and implementation action plans, and forward related recommendations to the Aviation Task Force and the Transportation and Communications Committee.
- Review and comment on proposed parameters and assumptions used to generate new aviation demand forecasts for the Aviation Element of the Regional Transportation Plan, and forward related recommendations to the Aviation Task Force and Transportation and Communications Committee.
- Review and comment on proposed new aviation legislation, and forward related recommendations to the Aviation Task Force and Transportation and Communications Committee
- Review and comment on new aviation and airport planning and development projects
- Provide a forum for the exchange of information and viewpoints on aviation issues and topics of current interest, as well as the dissemination of information on new aviation technology and airport management best practices, for ATAC members and other interested parties.

Composition

The Committee will be comprised of one representatives from each commercial and non-commercial airport in the region, as well as representatives from the San Diego County Regional Airport Authority, San Diego County Airports, the State of California Division of Aeronautics, the Federal Aviation Administration Western-Pacific Region, the National Business Aviation Association, the Aircraft Owners and Pilots Association, and the California State University Los Angeles Aviation Administration Program. Each of these entities will appoint a designated representative and alternate to serve on the Committee. New members can be added to the Committee by a simple majority vote of the Committee members as appropriate, such as military air base representatives, representatives from economic development organizations, representatives from ground transportation service providers, and representatives from other aviation-related organizations.

Meetings

The Committee will meet on a bi-monthly (every other month) basis at different airport locations around the region, as well as the SCAG offices. The Committee will have the authority to convene additional meetings as circumstances require. All Committee members are expected to attend each meeting. The Committee will invite others to attend meetings and provide pertinent information as needed, including SCAG non-aviation staff. Meeting agendas will be prepared and provided in advance to members by SCAG aviation staff, along with appropriate briefing materials in accordance with the Brown Act. Minutes of each meeting will be prepared and made available to the public.

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1.   UPDATE GENERAL AVIATION FORECASTS, AND DEFINE ROLES FOR GENERAL AVIATION AIRPORTS IN REGIONAL SYSTEM

Task A: <u>*Update General Aviation Forecasts*</u>

SCAG regional forecasts of general aviation based aircraft and operations will be updated and extended to a year 2035 planning horizon. Past general aviation forecasts conducted by SCAG were largely based on a simple extrapolation of past trends. For the first time the updated general aviation forecasts will be based on a comprehensive computer modeling process using the Regional Aviation Demand Allocation Model (RADAM) which has been employed by SCAG over the past 15 years to develop air passenger, air cargo and aircraft operations forecasts. The modeling will be based on past trends, but will also use 2035 SCAG socio-economic forecasts and demographic forecasts for the general aviation pilot population. It will also be based on an evaluation of the capacity of general aviation airports in the region to accommodate future general aviation operations, particularly IFR operations including corporate jets and Very Light Jets (VLJs).

The forecasts will incorporate information provided by ongoing internet and telephone surveys (to be completed in the Sumer of 2008) that will determine recent trends in based aircraft by aircraft type and operations by trip type, as well as facilities at each general aviation airport. The forecasts will incorporate past trends at each airport, as well as state and national forecasts for the general aviation industry. The facility inventory will be used to assess each airport's ability to accommodate future general aviation activity including corporate jet and VLJ operations. Capacity constraints at urban air carrier airports that accommodate generation aviation activities will also be assessed and factored into the forecasts. Also, information that was recently collected using tax county tax rolls that matched aircraft owner location (by zip code) with location (airport) of taxable property (aircraft) will be used to forecast aircraft migration from urban to suburban general aviation airports.

All inventoried data will be input to the RADAM model along with SCAG socio-economic and pilot demographic forecasts to forecast general aviation operations by aircraft type at each general aviation airport to the years 2015, 2025 and 2035.

Task:	**Conduct new general aviation surveys and develop updated general aviation forecasts**
Output:	**2035 general aviation forecasts--based aircraft and operations**
Staff Cost:	**$26,316**
Consult. Cost:	**$131,579**

Task B: Assess Environmental Implications of General Aviation Forecasts

Airports that will accommodate the bulk of new general aviation operations in the region, as indicated in the forecasts developed in Task A, will be identified. The environmental implications in terms of increasing noise and air emission impacts at those airports will be estimated, with the focus on new corporate jet and VLJ operations. The environmental "footprint" of future general aviation aircraft fleets in terms of their forecast noise and air emission levels will be used in the analysis in conjunction with the use of INM and EDMS noise and air emission models. Potential abatement and mitigation strategies for minimizing the severity and extent of those impacts will be identified.

Task: Assess environmental implication of general aviation forecasts
Output: Noise and air quality impacts of general aviation forecasts at selected airports
Staff Cost: $42,105
Consult. Cost: $42,105

Task C: Defines Roles for General Aviation Airports in Regional Aviation System

Roles in the regional aviation system will be defined for each general aviation airport in the region. This effort will be based on Based upon the 2035 forecasts developed in Task A, and inventory of general aviation facilities completed in the summer of 2008, land available for new development in and around each airport, potential for on-airport facility upgrades, as well as an evaluation of economic and employment growth forecasts by subregion. Roles will be identified in terms of air carrier/commuter, charter, business/corporate and recreation. Further roles could be defined in terms of aircraft diversion potential (i.e., reliever airport), stable, expanding, FBO development, business park development, and emergency response.

Task: Define roles for general aviation airports
Output: Identification of roles for each general aviation airport in regional system
Staff Cost: $105,263

2.   CONTINUOUS AVIATION SYSTEM PLANNING

Task A: Collect and Update Regional Aviation Activity Data
.
Data concerning aircraft operations, passenger enplanements and air cargo tonnage will be collected on a monthly basis. SCAG will collect this data from all air carrier and commuter service airports.

An Air Service Trends Monitoring program has been established and maintained for the SCAG region. This program purchases OAG flight data and aircraft ownership data with the objective of monitoring regional commercial air service in the region. It provides trend data to airport operators around the region for their uses and will also assist in monitoring the success of the Aviation Implementation Plan. Data will be purchased to continue this program in FY 07-08. Data will be collected on many aspects of airline service in the region. These include daily passenger departures by length of haul and international region, passenger and cargo departures by departure time, top O&D markets served, market share by airline departing seats, domestic load factors by airport and aircraft type, and new non-stop routes from the LA Basin. Data will be compiled for each airport, and will also be aggregated for all commercial airports to track changes in the region. Quarterly and annual reports will be prepared that summarize major trends in the region.

> **Task:** **Collect and Update Regional Airport Activity Data**
> **Output:** **Quarterly and annual reports of regional aviation activity**
> **Staff Cost:** **$5,263**
> **Consult. Cost:** **$15,789**

3.   SERVICES

Task A: Public Participation Program

Specific policy direction for the Aviation Continuous Planning Program, including work in implementing new regional aviation and airport ground access elements for the 2008 RTP, will be provided by SCAG's policy committees. These include the Transportation and Communications Committee, comprised of regional elected officials. Technical input on regional aviation matters, assistance in data collection and identification of new aviation issues will be provided by the Aviation Technical Advisory Committee (ATAC), which will provide technical input to SCAG technical and policy committees including the Aviation Task Force. Membership on this committee includes air carrier, commuter and general aviation airport representatives (the ATAC membership is currently being re-constituted).

Staff will attend and actively participate in meetings of various aviation interest groups in the Los Angeles metropolitan area. Attend and participate in meetings related to Southern California aviation and provide expertise and/or develop materials for the groups as requested. Groups could include but are not limited to the Transportation Research Board, the San Diego County Regional Airport Authority, the State Division of Aeronautics, the State Transportation Commission, the South Coast Air Quality Management District, local airport authorities and other local agencies.

> **Task:**   **Sponsor the Aviation Technical Advisory Committee and the Aviation Technical Advisory Committee, and participate in other meetings as necessary.**

Output:	Copies of printed materials developed for the Aviation Task Force, Aviation Technical Advisory Committee and other groups, including meeting agendas and minutes, fact sheets, Regional Aviation Plan summary handouts, and SCAG aviation web pages
Staff Cost:	$84,211

Task B: <u>*Local Government Assistance*</u>

Counties and other local jurisdictions will have access to SCAG staff and documents as a resource which they can utilize to keep abreast of the current status and projections for those elements of aviation activity which directly impact their planning.

When a jurisdiction decides to initiate aviation studies such as a master plan, site selection, or aviation facility expansion, aviation staff will make appropriate data and documents available to the entity. Staff will assist jurisdictions in integrating the aviation studies with the aviation goals and policies in the Regional Transportation Plan.

Assistance to the sponsor in preparation of pre-applications for funds will be made available. SCAG will comply with Executive Order 12372 (Clearinghouse Review) in the review of the proposed applications.

Airport Five year Capital Improvement Plans will be collected and reviewed with SCAG surface transportation plans as required by Caltrans.

Task:	Periodically brief local jurisdictions on those aviation issues which impact them.
Output:	Assistance to airport sponsors and local jurisdictions, clearinghouse project reviews, airport Capital Improvement Program reviews
Staff Cost:	$52,632

Task C: <u>*Reports, Coordination and Management*</u>

Throughout the project, various technical working papers will be prepared for review by the FAA, CalTrans, the Aviation Task Force and Aviation Technical Advisory Committee. Products of this program that recommend changes of policy or extension of the plan into new planning periods will be submitted to the SCAG Regional Council for adoption.

Any updates or amendments to the 2008 Regional Aviation Plan will be conducted by SCAG. Overall project management will be the responsibility of SCAG. Airport managers, aviation interest individuals and the State of California will be asked to assist on particular elements of the work program. Work associated with this task will involve

preparation for meetings, recording of minutes and distribution of working papers and pertinent data.

Task:	**Project Management**
Output:	**Issue Papers, Reports, Memoranda**
Staff Cost:	**$21,053**

Cost Total for All Tasks

Total:	$526,316
Federal:	$500,000
Local:	$26,316